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hardly affect its economy because of the limited number of its workers (200 to 300) and above all the distance from the urban center.

concession of the Dakar-Niger located a short distance from the city would actually form the most important industrial [162] center of French West Africa in terms of the number of its operatives (around 2,500 in 1952). It groups within its enclosure a series of the most diverse workshops: woodworking shop, sawmill, assembly shops for railroad cars, tinsmith shop, and even a foundry. Putting new Diesel tractors into service has brought about the recent creation of new shops where manifold improved machines operate. Power is taken [377] from a high tension line of 30,000 volts coming from Dakar. The enterprise annually consumes 1,700,000 kilowatt-hours, that is to say, more than the total consumption of the city itself. The much smaller consumption of coke and of fuel oil used in the furnace and cupolas of the foundries should be added here.

The workshops of the Dakar-Niger present themselves in the form of an industry with vertical integration of an incomplete type. The distance from the mother country, the expenses and above all the slowness of shipments (principally during the last World War) have brought about the installation of an industrial complex that makes it possible to satisfy the greater part of the demands of the work required for the smooth functioning of the service. All the woodworking is carried out in the sawmill-carpentry section; the cars are assembled from imported chassis, wheels, and bogies. Most of the parts of the locomotives can be smelted in Thiès, except when it is a matter of special alloys. Certain elements demanding a machine-finishing precision of 1/100 of a millimeter for Diesel tractors have already been manufactured by the enterprise. Only the parts requiring very special techniques or machines for their manufacture, or whose

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

The electric power station has a gas-engine plant that burns the residue from ground-nut presses. [377]

Communications. Diourbel is the railway junction for Routes 3 and 4. By the former it is 50½ miles from Thiès and 302 miles from Kidira, and by the latter it is 31 miles from Touba. The intercolonial road leads westwards to Thiès (65 miles) and Dakar (109 miles) and south-eastwards to Kaolack (40 miles), Tambacounda (230 miles), and Nayes (351 miles). Colonial roads go north-eastwards to Dahra (73 miles) and Dagana (162 miles) and south-westwards to Fatik (25 miles) and Kaolack (53 miles).

LOUGA (15° 37′; 16° 16′ W.). Altitude, 128 feet. Population, 4,390. Mixed Commune. Provincial headquarters. Medical post. Barracks. Police headquarters. Landing-ground. Regional School. Power station. Garage. Race-course. Agricultural experimental station and farm school. Daily market.

Louga is the scene of the most important cattle market in the whole colony. It is this that has made it a route centre. Other local products are ground-nuts, gum, and millet. Administratively, Louga is the headquarters of the province of the same name and also a military headquarters.

Electricity is supplied by an oil-driven plant.

Communications. Louga stands at the junction of railway routes 1 and 2, being 119 miles from Dakar, 44 miles from St. Louis, and 81 miles from Linguéré. It is on the intercolonial road from Dakar (121 miles) to St. Louis (47 miles). A colonial road runs eastwards across the colony to Dahra (59 miles), Linguéré (84 miles), and Matam (242 miles). There are also minor roads and tracks.

PODOR (16° 35′; 15° 02′ W.). Population, 3,168. Provincial headquarters. Medical post. Emergency landing-ground. Regional School. Garage. Daily market.

This riverside town is chiefly important for gum arabic. The gum is brought by the Arabs, sold in the market, and shipped down the Senegal to St. Louis.

Communications. By river Podor is 178 miles from St. Louis and 437 miles from Kayes. Throughout the year the Messageries Africaines run a fortnightly service to and from St. Louis. From July to January the boats also go upstream as far as Matam (234 miles) and in August and September to Kayes. Podor is on the colonial road, being 135 miles from St. Louis and 288 miles from Nayes. There is a ferry across the river to connect with tracks to such Mauritanian